(b) whether it is a fact that every import of Aircraft by the private Airlines costs the Indian Airlines about 7 to 10 pilots;

(c) whether it is also a fact that due to shortage of pilots, Indian Airlines and Air India had to cancel its schedules flights; and

(d) if so, what steps Government would intimate to overcome this problem?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Air Taxi operations commenced in 1990. Since that time, upto October, 1994, 15 Air India pilots have resigned. In the case of Indian Airlines 146 pilots have resigned.

(b) It is difficult to quantify the co-relation between resignation of pilots with import of aircraft by private airlines.

(c) Indian Airlines had to cancel 287 Scheduled flights during the period January-October, 1994 due to non availability of Crew.

(d) The following steps have been taken to check the exodus of Pilots from Indian Airlines:

—Director General of Civil Aviation has directed all Air Taxi Operators in the country not to employ any employee of the national carriers without a 'No Objection Certificate' from the employer.

—As per amended services regulations of Indian Airlines an employee can resign from the service of the company only after giving six months notice in writing, and the provision for depositing pay in lieu if notice has been withdrawn.

—A trainee pilot has to executive a bond for Rs 10 lakhs to serve the company for a minimum of 10 years, after initial training and 10 years after every conversion/endorsement.

—Two settlement—one on Flight duty Time Limitations and the other on Productivity linked payments have been signed with 'Indian Commercial Pilots' Association, by which the emoluments of pilots have been increased in reurn for increased flying hours.

—Number of Examiners, Instructors and Check Pilots has been increased.

—Detailed training programme for pilots has been drawn up for achiveing 2600 hrs. utilisation of A 300 and A 320 aircrafts and 2000 hrs. for B 737 aircraft.

—Training pattern for pilots has been revised.

—Flight and Duty Time Limitation has been increased from 65 hours to 80 hour in respect of pilots.

Conversion of historical buildings into heritage hotels

291. SHRI SANJAY DALMIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have taken a decision to convert some historical buildings into heritage hotels;

(b) if so, the number of such buildings classified as heritage hotles so far, and

(c) the estimated increase in the number of tourists likely to take place and the estimated additional foreign exchage likely to be earned as a result thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) The Government has introduced a voluntary scheme where by buildings constructed prior to 1950 such as

forts, palaces, havelies, etc, if converted into hotels can be classified as heritage hotels, thereby providing a new dimension to tourism to the country. So far 22 hotels with 702 rooms have been classified under the Heritage category.

(c) It is not practical to estimate the impact of the scheme on tourist arrivals and foreign exchange earnings seperately as tourist traffic is guided by a number of foctors. There is no doubt however that these grand buildings do appeal to the imagination of foreign tourists.

Payment of salary to IA staff

292. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Indian Airlines had to report to over-drafting for paying the salaries of staff and employees during recent months as reported in the Pioneer of 13th October, 1994; and

(b) if so, under what circumstances and to what extent?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) No, Sir.

(b) Does not arise.

Decision to cut operations on uneconomical rout e

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D: Will the
VIATION AND
M be pleased to state:

r the Indian Airlines has
t operations on uneconon in India and seek more
overseas sector with a view to blending social responsibility with commercial viability; and

(b) if so, what are the details of the routes on which operations are to be cut or augmented under this decision?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) No decision has yet been taken by Indian Airlines in this regard.

Scheme for promotion of tourism

294. SHRI JOYANTA ROY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any uniform scheme for promotion of tourism in the country;

(b) if so, whether places in West Bengal have been brought under the purview of such scheme, if so, the details thereof; and

(c) if not, the reaasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) For development of tourism in the country, a National Action plan for tourism was evolved and presented in Parliament in May, 1992. The Action Plan stipulates the priorities of the Government for development of tourism and strategy for its achivement. The Central Department of Tourism extends financial assistance to the State Governments including West Bengal in respect of projects/ schemes prioritiesd in consultation with them for intensive development tructural facilities, develop- Special Tourism Areas, diver- of tourism products, promotion of fair s and festivals, development of infrastructure for mestic tourism etc.

देश में निजी विमान कम्पनियों का प्रचालन

295. श्री शंकर दयाल सिंह : क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में इस समय कौन-कौन सी निजी विमान कम्पनियां कार्यरत हैं और उनकी विमानन-क्षमतायें क्या-क्या हैं ; और